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A Massport Guide to the Port of Boston



The Working Seaport

The Port of Boston is New England's major seaport providing all the services experienced shippers expect for fast and efficient cargo handling. A source of jobs and commerce for the entire region, more than 25 million tons of cargo, worth nearly \$7 billion, are handled annually in the Port.

The Port of Boston, with its natural deep-water harbor, 40-foot deep channels, and modern terminal facilities, is able to accommodate the world's most modern shipping vessels. Boston is served by 24 steamship lines, providing frequent scheduled service to 175 worldwide ports.

Two railroads — the Boston and Maine, and Conrail — and an easily reached interstate highway network link the seaport to all parts of New England as well as to the Mid-Atlantic, the Midwest, and eastern Canada.

Maritime shippers using Boston enjoy all the advantages of a fully developed maritime community, including ship repair firms, freight forwarders, commercial banks, and Massport's foreign-trade zone, FTZ/27.

The outstanding commodities by volume handled at the Port's cargo terminals are petroleum, natural gas, sugar, scrap metal, gypsum, automobiles, and lumber. High value cargo, such as machinery, photographic equipment, computer parts, and consumer goods are shipped through the Port in modern containers.

The Port's public terminals, Moran Terminal (Charlestown), Castle Island Marine Terminal (South Boston), the Boston Fish Pier, and Commonwealth Pier, are owned and operated by the Massachusetts Port Authority (Massport). Massport also owns and operates Boston Logan International Airport, Hanscom Field, and the Tobin Memorial Bridge.



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Port facilities


Moran Terminal, Charlestown, the largest container terminal in New England, is a 44-acre, two gantry crane facility opened in 1972. Handling an average 55,000 containers per year, Moran Terminal has recently undergone a \$1 million improvement project.

Castle Island Marine Terminal, South Boston, is a 105-acre multi-berth terminal, and the major Port facility for the discharge of lumber, automobiles, general cargo, and steel. Service at the terminal has been broadened by the addition of a new single berth, two-crane container facility. Berth #17 at the eastern end of Castle Island is leased to Sealand Services, Inc., for the handling of their world wide container service.

Boston Fish Pier, built in 1915 to serve the Boston fishing industry, is today undergoing a \$13 million rehabilitation, leading to renewed business growth in the fishing industry.

Commonwealth Pier, New England's only passenger ship terminal, serves cruise ships bound for Europe, Bermuda and Caribbean ports.

Private facilities in the Port of Boston include a variety of terminals, piers, berths, and shipyards located in the City of Boston and in the neighboring communities of Chelsea, Everett, Quincy, Revere, and Winthrop.



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Terminals in the Port of Boston

SOUTH BOSTON WATERFRONT

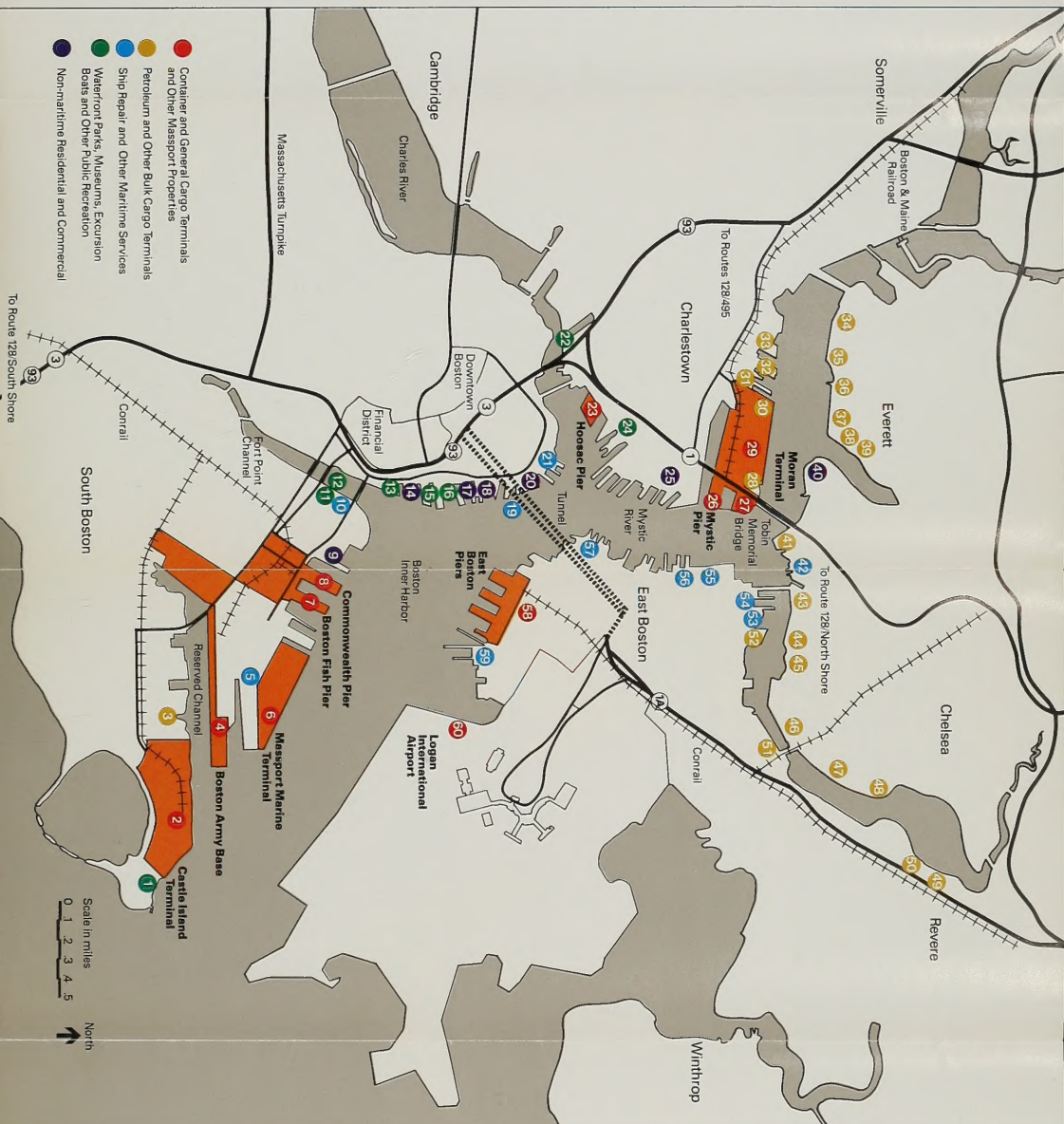
- 1 Fort Independence (MOC park)
- 2 Castle Island Terminal (Massport)
- 3 Texaco Oil Terminal
- 4 Boston Army Base (Massport)
- 5 Boston Marine Industrial Park
- 6 Massport Marine Terminal (Massport)
- 7 Boston Fish Pier (Massport)
- 8 Commonwealth Pier (Massport)
- 9 Anthony's Pier 4 Restaurant
- 10 McKie Lighter Company
- 11 Museum Wharf
- 12 Boston Tea Party Ship

DOWNTOWN WATERFRONT

- 13 Rowes Wharf (excursion vessels)
- 14 India Wharf (Harbor Towers)
- 15 Central Wharf (New England Aquarium)
- 16 Long Wharf (harbor cruise boats)
- 17 Commercial Wharf (residential)
- 18 Lewis Wharf (residential)
- 19 Lincoln Wharf (Boston fireboat)
- 20 Battery (Constitution) Wharf (commercial)
- 21 U.S. Coast Guard

CHARLESTOWN WATERFRONT

- 22 Paul Revere Landing Park (MDC)
- 23 Hoosac Pier (Massport)
- 24 U.S. Constitution and National Park
- 25 Charlestown Navy Yard (residential)
- 26 Mystic Pier 1 (Massport)
- 27 Mystic Piers 48-50 (Massport)
- 28 U.S. Gyproc
- 29 Moran Container Terminal (Massport)
- 30 Schawnee Scrap Terminal
- 31 Atlantic Cement
- 32 Revere Sugar
- 33 Amstar Sugar



- Container and General Cargo Terminals and Other Massport Properties
- Petroleum and Other Bulk Cargo Terminals
- Ship Repair and Other Maritime Services
- Waterfront Parks, Museums, Excursion Boats and Other Public Recreation
- Non-maritime Residential and Commercial

Scale in miles
0 1 2 3 4 5
North

EVERETT WATERFRONT

- 34 Belcher New England Oil Terminal
- 35 Polarized Scrap Terminal
- 36 Distrigas LNG Terminal
- 37 Exxon Oil Terminal
- 38 Marquette Cement
- 39 Coldwater Seaboard Corp

CHELSEA WATERFRONT

- 40 Former Chelsea Naval Hospital (residential)
- 41 Metropolitan Petroleum Company
- 42 Munroe Drydock
- 43 Quincy Oil Company Terminal
- 44 Texaco Oil Terminal
- 45 Walton Pier (fish and Lobster)
- 46 Clingo Oil Terminal
- 47 Amoco Oil Terminal
- 48 Gulf Oil Terminal

REVERE WATERFRONT

- 49 Belcher New England Oil Terminal
- 50 Gibbs Oil Terminal

EAST BOSTON WATERFRONT

- 51 Mobil Oil Terminal
- 52 Amerenda Hess Oil Terminal
- 53 Penna Dock
- 54 Ellis Wharf
- 55 Boston Tow Boat
- 56 General Ship and Engine Works
- 57 Boston Fuel and Transportation Piers
- 58 East Boston Piers (Massport)
- 59 Bethlehem Steel Shipyard
- 60 Massport Fireboat Pier

The Port of Boston Tomorrow a \$100 million future

The Port of Boston has a bright future — new business is coming to the seaport and new facilities are being built in response to the growing needs of maritime shippers.

Massport is making a \$100 million investment in the Port of Boston's future, to insure that Boston remains a thriving, working seaport.

Massport's \$100 million commitment to the Port of Boston includes:

- the \$18 million Castle Island Marine Terminal container facility, opening Fall, 1981
- the \$75 million development of the 47-acre Massport Marine Terminal, a multi-purpose cargo facility
- the \$13 million renovation of the historic Boston Fish Pier
- and the revitalization of other Massport owned waterfront property including Hoosac Pier and the East Boston Piers.

Massport's seaport expansion program will create up to 250 construction jobs per year for the next ten years, and produce another 3,000 industry-related permanent jobs. Massport's seaport expansion program will also contribute \$18 million annually to the state's economy.

David W. Davis
Executive Director

Martin C. Pilsch, Jr.
Port Director

Another 
success story